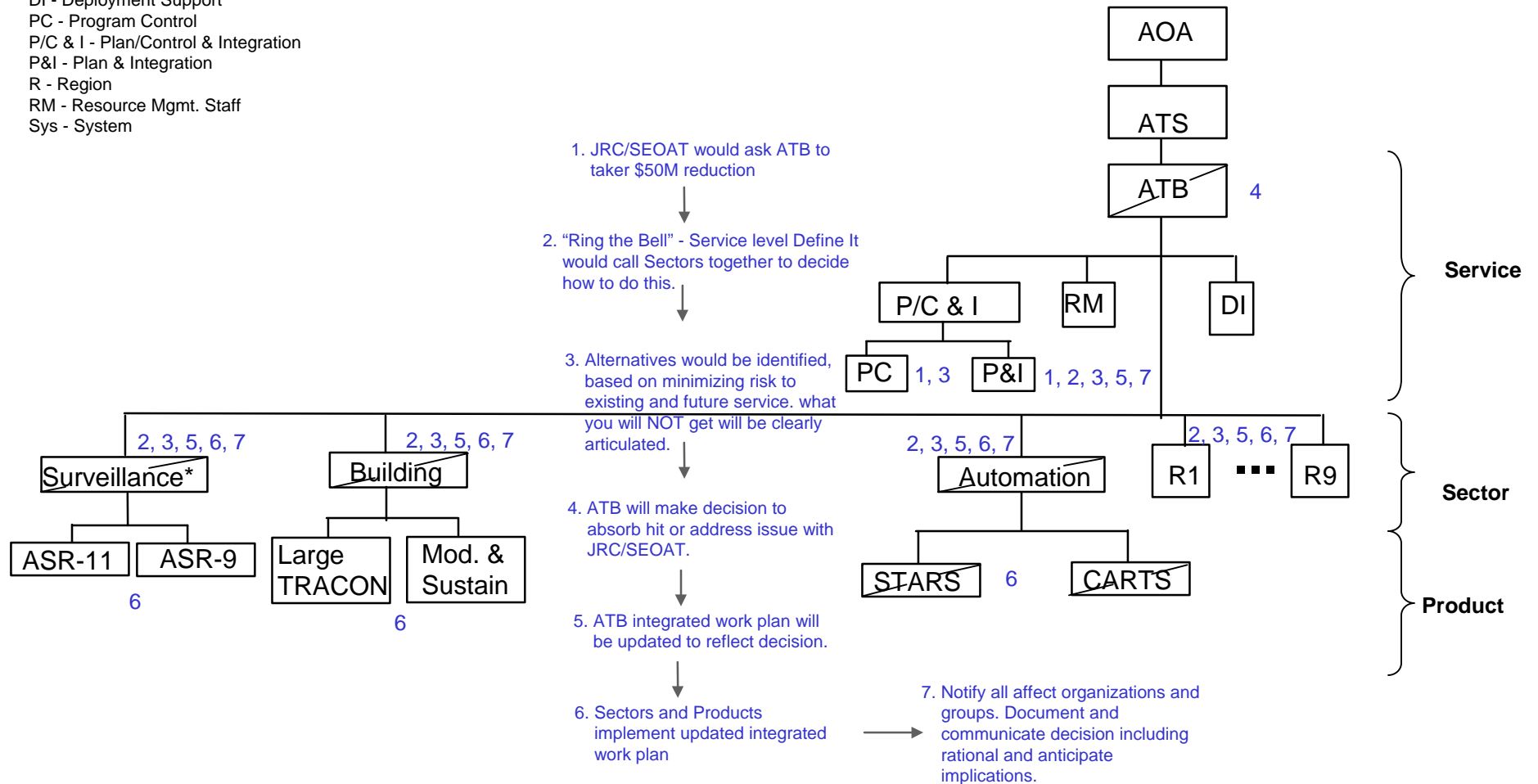# Scenario 1 - ATB Takes Budget Hit

"What if" the JRC/SEOAT asks ATB to take a $50M
reduction to help solve other problems across the FAA?

The JRC/SEOAT interface would occur at the top level of the ATB. This interface ensures that no single product/activity is disrupted until the necessary internal prioritizing and re-planning has occurred. This also ensures that instability is not injected into the ATB work-plan prematurely. The Business Planning & Control/Integration Office would engage with the horizontal work processes of "Define It" to engage the Implementation Staff and the Sector Managers in a re-planning effort. The team would work to define a set of alternatives that could be used to address the $50M reduction request. The ATB Planning & Control/Integration Office would package the alternatives with rationale and pros/cons to present to the Director for a decision. Once a decision was made, the ATB Work-Plan would be modified and distributed throughout the organization. The Implementation Staff would update the work-plan to reflect the adjustments of the re-planning effort. Affected organizations would be advised of the results.

Scenario 1 - ATB Takes Budget Hit

"What if" the JRC/SEOAT asks ATB to take a $50M
reduction to help solve other problems across the FAA?

DI - Deployment Support
PC - Program Control
P/C & I - Plan/Control & Integration
P&I - Plan & Integration
R - Region
RM - Resource Mgmt. Staff
Sys - System

AOA

ATS

ATB   4

Service

1. JRC/SEOAT would ask ATB to taker $50M reduction

2. "Ring the Bell" - Service level Define It would call Sectors together to decide how to do this.

P/C & I   RM   DI

3. Alternatives would be identified, based on minimizing risk to existing and future service. what you will NOT get will be clearly articulated.

PC   1, 3   P&I   1, 2, 3, 5, 7

4. ATB will make decision to absorb hit or address issue with JRC/SEOAT.

2, 3, 5, 6, 7
Surveillance*

2, 3, 5, 6, 7
Building

2, 3, 5, 6, 7
Automation

2, 3, 5, 6, 7
R1   ▪▪▪   R9

Sector

ASR-11   ASR-9
6

Large TRACON   Mod. & Sustain
6

STARS   6   CARTS

Product

5. ATB integrated work plan will be updated to reflect decision.

6. Sectors and Products implement updated integrated work plan

7. Notify all affect organizations and groups. Document and communicate decision including rational and anticipate implications.

*Initially - Planning Only
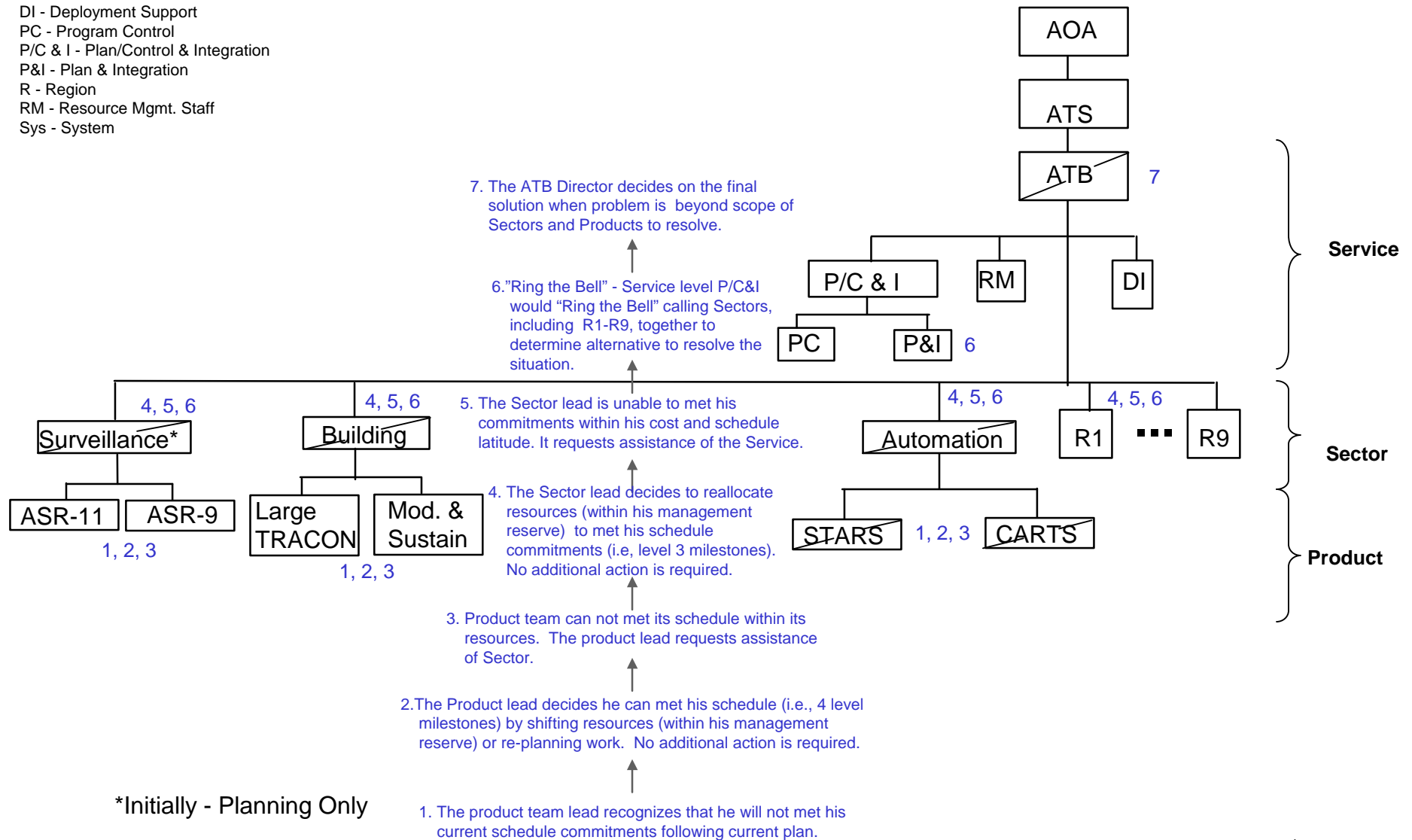
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2

Scenario 2 - Degrees of Freedom

"What do we do if" a problem is encountered in developing Build-27 that requires additional funding to ensure that they are able to make schedule?

The ATB Business Rules allow "Degrees of Freedom & Decision-Making" to exist at the lowest level. This equates to the Product Manager having the freedom to shift fiscal resources as long as the higher level milestones, which are agreed to with the Sector Manager, are not impacted. The next level of decision discretion would exist with the Sector Manager. This person would shift resources within the sector as long as the milestones agreed to with the ATB Director were not impacted. If the problem can't be corrected within the Sector, then the "define it/re-plan process" is engaged under the leadership of the ATB Planning & Control/Integration Office. This office would use the process outlined in scenario #1 to identify alternatives to correct the problem. Once identified, a decision on which alternative to choose would be made at the ATB Director level. The ATB Work-Plan would then be adjusted and coordinated following the process outline in scenario #1.

Scenario 2 - Degrees of Freedom

"What do we do if" a problem is encountered in developing Build-27 that requires additional funding to ensure that they are able to make schedule?

DI - Deployment Support
PC - Program Control
P/C & I - Plan/Control & Integration
P&I - Plan & Integration
R - Region
RM - Resource Mgmt. Staff
Sys - System

AOA

ATS

ATB   7

Service

7. The ATB Director decides on the final solution when problem is beyond scope of Sectors and Products to resolve.

P/C & I   RM   DI

6."Ring the Bell" - Service level P/C&I would "Ring the Bell" calling Sectors, including R1-R9, together to determine alternative to resolve the situation.

PC   P&I   6

5. The Sector lead is unable to met his commitments within his cost and schedule latitude. It requests assistance of the Service.

4, 5, 6   4, 5, 6   4, 5, 6   4, 5, 6

Surveillance*   Building   Automation   R1 ▪ ▪ ▪ R9   **Sector**

4. The Sector lead decides to reallocate resources (within his management reserve) to met his schedule commitments (i.e, level 3 milestones). No additional action is required.

ASR-11 ASR-9   Large TRACON   Mod. & Sustain   STARS   1, 2, 3   CARTS   **Product**

1, 2, 3   1, 2, 3

3. Product team can not met its schedule within its resources. The product lead requests assistance of Sector.

2.The Product lead decides he can met his schedule (i.e., 4 level milestones) by shifting resources (within his management reserve) or re-planning work. No additional action is required.

*Initially - Planning Only

1. The product team lead recognizes that he will not met his current schedule commitments following current plan.
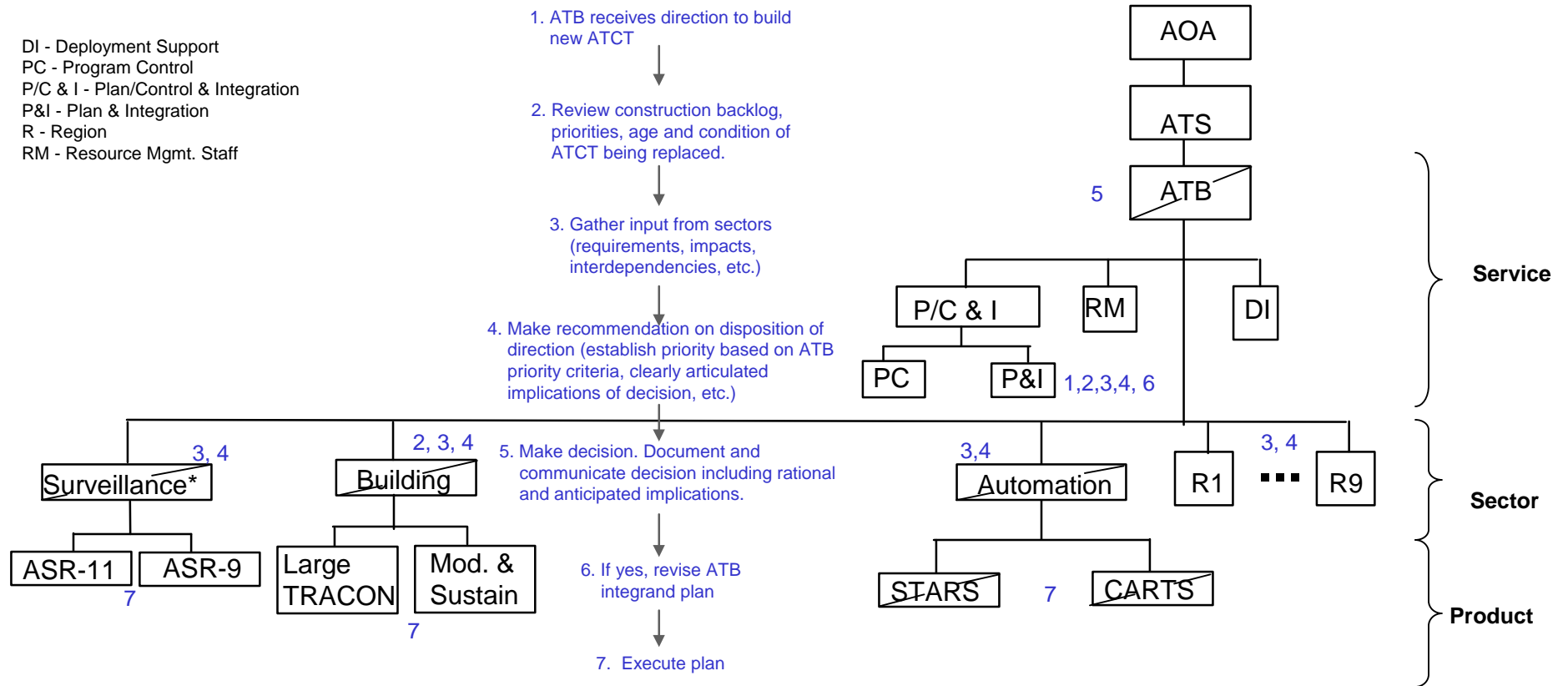
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4

Scenario 3 - Direction to Build New ATCT

"What do we do if" the FY03 Appropriation, which we have just
received, has directed us to build a new ATCT in Stafford?

The ATB would review current construction backlog, air traffic mission priorities,
and the age and condition of ATCT being replaced. If it were in the corporate
interests to proceed with replacement we would, if it does not make good business
sense we would rebut the recommendation with our rationale. This action would
be undertaken and an outcome determined before any adjustment to the "current"
ATB work-plan was made.

Scenario 3 - Direction to Build New ATCT

"What do we do if" the FY03 Appropriation, which we have just
received, has directed us to build a new ATCT in Stafford?

DI - Deployment Support
PC - Program Control
P/C & I - Plan/Control & Integration
P&I - Plan & Integration
R - Region
RM - Resource Mgmt. Staff

1. ATB receives direction to build new ATCT

2. Review construction backlog, priorities, age and condition of ATCT being replaced.

3. Gather input from sectors (requirements, impacts, interdependencies, etc.)

4. Make recommendation on disposition of direction (establish priority based on ATB priority criteria, clearly articulated implications of decision, etc.)

5. Make decision. Document and communicate decision including rational and anticipated implications.

6. If yes, revise ATB integrand plan

7. Execute plan

AOA

ATS

5 **ATB**

Service

P/C & I   **RM**   **DI**

PC   **P&I** 1,2,3,4, 6

Sector

3, 4 **Surveillance***

2, 3, 4 **Building**

3,4 **Automation**

R1 ▪▪▪ **R9** 3, 4

ASR-11 **ASR-9**
7

Large TRACON **Mod. & Sustain**
7

STARS 7 **CARTS**

Product

*Initially - Planning Only

3/16/01

6

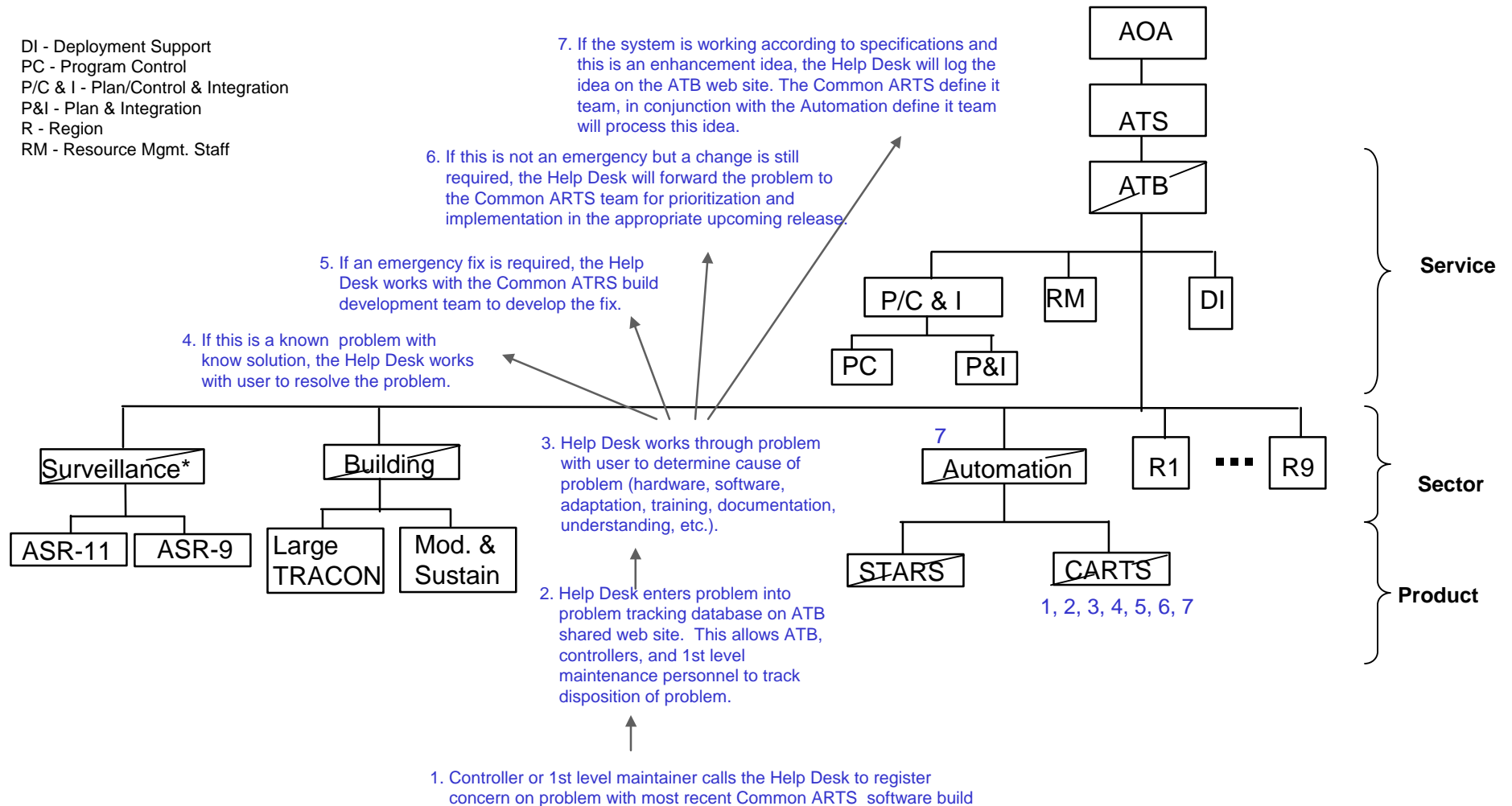# Scenario 4 - Performance Problem

"What do we do if" the most recently delivered Common ARTS software build,
which included a new function, is not performing as it was expected to?

The user will communicate the problem to the support group. The support group
will determine if the problem is valid or just a misunderstanding by the user. The
impact of the problem will be evaluated to determine if an emergency fix is
required. If the system is working according to specification and a change is still
required, then an NCP will be written (See scenario #5). A determination will be
made as to the type of problem. Is it hardware, software, or adaptation? The
problem will be given to the appropriate group to resolve. If it is not an emergency
and can not be fix immediately or the change needed is an enhancement, then the
implementation of the problem will be prioritized and packaged for a future build.
The status of this activity will be reported back to the user.

3/16/01

Scenario 4 - Performance Problem

"What do we do if" the most recently delivered Common ARTS software build, which included a new function, is not performing as it was expected to?

DI - Deployment Support
PC - Program Control
P/C & I - Plan/Control & Integration
P&I - Plan & Integration
R - Region
RM - Resource Mgmt. Staff

7. If the system is working according to specifications and this is an enhancement idea, the Help Desk will log the idea on the ATB web site. The Common ARTS define it team, in conjunction with the Automation define it team will process this idea.

6. If this is not an emergency but a change is still required, the Help Desk will forward the problem to the Common ARTS team for prioritization and implementation in the appropriate upcoming release.

5. If an emergency fix is required, the Help Desk works with the Common ATRS build development team to develop the fix.

4. If this is a known problem with know solution, the Help Desk works with user to resolve the problem.

3. Help Desk works through problem with user to determine cause of problem (hardware, software, adaptation, training, documentation, understanding, etc.).

2. Help Desk enters problem into problem tracking database on ATB shared web site. This allows ATB, controllers, and 1st level maintenance personnel to track disposition of problem.

1. Controller or 1st level maintainer calls the Help Desk to register concern on problem with most recent Common ARTS software build

AOA

ATS

ATB

P/C & I   RM   DI

PC   P&I

Service

Surveillance*   Building   Automation   R1 ▪▪▪ R9

ASR-11 ASR-9   Large TRACON   Mod. & Sustain   STARS   CARTS

7

1, 2, 3, 4, 5, 6, 7

Sector

Product

*Initially - Planning Only

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Scenario 5 - Idea From The Field

"What do we do if" we receive an NCP from Lubbock, Texas ATCT that requests
a new function be developed to incorporate Traffic Counts in a new way?

The NCP would first be introduced to the Common ARTS Define It staff to see if it is appropriate and doable to resolve within their product line. If so, the Common ARTS define It staff would process the NCP for inclusion in a future build, or reject it for specified reasons. If the NCP encompasses more than Common ARTS, it would be handed-off to the Automation Sector Define It staff. This staff would perform a similar review to determine if it is appropriate and doable to handle within the sector. If so, then similar actions to the above would occur. If not, then the NCP would be forwarded to the Planning Control & Integration staff for disposition. The intent of this process is to resolve NCP's at the lowest approriate level. Feedback will be given to the originator.
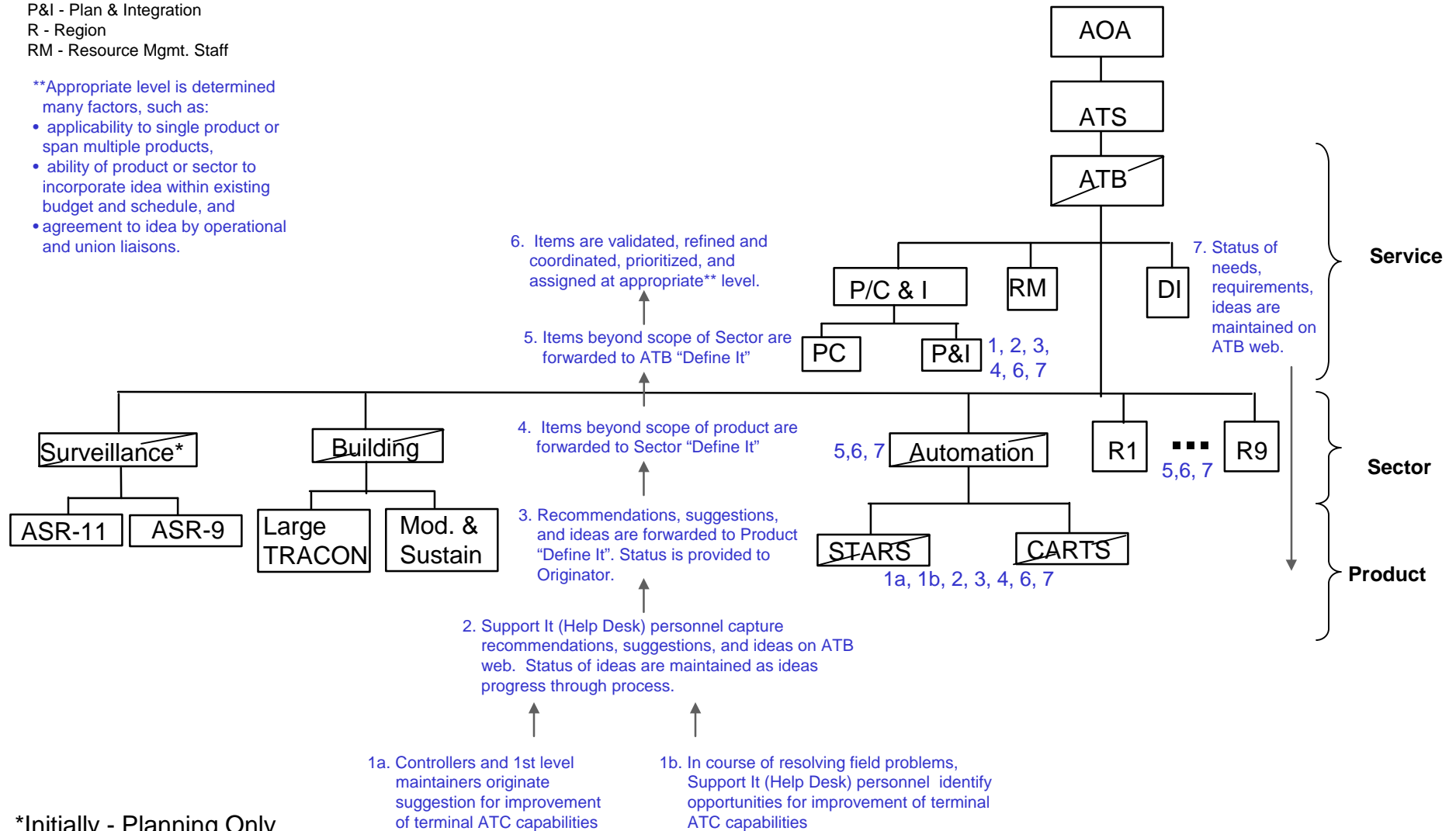
Scenario 5 - Idea From The Field

"What do we do if" we receive an NCP from Lubbock, Texas ATCT that requests a new function be developed to incorporate Traffic Counts in a new way?

DI - Deployment Support
PC - Program Control
P/C & I - Plan/Control & Integration
P&I - Plan & Integration
R - Region
RM - Resource Mgmt. Staff

**Appropriate level is determined many factors, such as:
• applicability to single product or span multiple products,
• ability of product or sector to incorporate idea within existing budget and schedule, and
• agreement to idea by operational and union liaisons.

AOA

ATS

ATB

6. Items are validated, refined and coordinated, prioritized, and assigned at appropriate** level.

7. Status of needs, requirements, ideas are maintained on ATB web.

P/C & I   RM   DI

5. Items beyond scope of Sector are forwarded to ATB "Define It"

PC   P&I   1, 2, 3, 4, 6, 7

Service

4. Items beyond scope of product are forwarded to Sector "Define It"

Surveillance*   Building

5,6, 7   Automation   R1 ▪▪▪ R9   5,6, 7

Sector

3. Recommendations, suggestions, and ideas are forwarded to Product "Define It". Status is provided to Originator.

ASR-11   ASR-9   Large TRACON   Mod. & Sustain   STARS   CARTS   1a, 1b, 2, 3, 4, 6, 7

Product

2. Support It (Help Desk) personnel capture recommendations, suggestions, and ideas on ATB web. Status of ideas are maintained as ideas progress through process.

1a. Controllers and 1st level maintainers originate suggestion for improvement of terminal ATC capabilities

1b. In course of resolving field problems, Support It (Help Desk) personnel identify opportunities for improvement of terminal ATC capabilities

*Initially - Planning Only
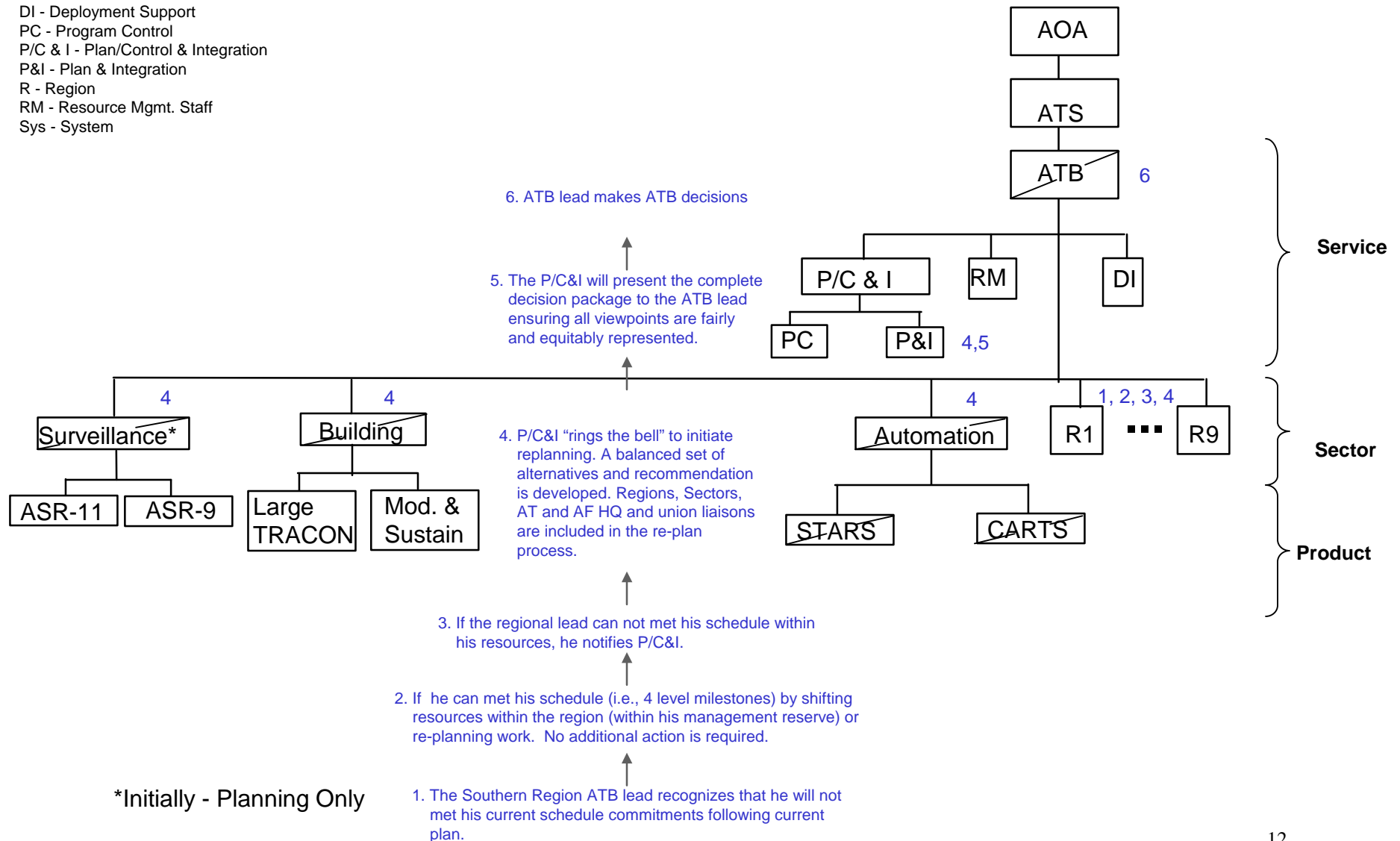
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Scenario 6 - Falling Behind Schedule

"What do we do if" the new building that we had decided to put in Peach Tree City, Georgia to consolidate several Atlanta area facilities has suddenly fallen behind in the projected construction schedule?

The Implementation staff, having received input from the Regional ATB, would notify the ATB Planning & Control/Integration Office of the problem. The ATB Planning & Control/Integration Office would engage the re-plan control process, which gathers input from the affected sector managers (including regional input), and develops alternatives. The alternatives would be presented to the ATB Director, and the ATB work-plan would be adjusted once a decision is made. For example, the ATB Planning & Control/Integration Office would gather input from "R7" (w/ANI/ASO assessment) and coordinate across the hardware sectors to delay new or refurbished equipment delivery dates to align with the revised schedule.

Scenario 6 - Falling Behind Schedule

"What do we do if" the new building that we had decided to put in Peach Tree City, Georgia to consolidate several Atlanta area facilities has suddenly fallen behind in the projected construction schedule?

DI - Deployment Support
PC - Program Control
P/C & I - Plan/Control & Integration
P&I - Plan & Integration
R - Region
RM - Resource Mgmt. Staff
Sys - System

AOA

ATS

ATB — 6

Service

6. ATB lead makes ATB decisions

P/C & I   RM   DI

5. The P/C&I will present the complete decision package to the ATB lead ensuring all viewpoints are fairly and equitably represented.

PC   P&I   4,5

4   4   4   1, 2, 3, 4

Surveillance*   Building

4. P/C&I "rings the bell" to initiate replanning. A balanced set of alternatives and recommendation is developed. Regions, Sectors, AT and AF HQ and union liaisons are included in the re-plan process.

Automation   R1 ■ ■ ■ R9

Sector

ASR-11   ASR-9   Large TRACON   Mod. & Sustain

STARS   CARTS

Product

3. If the regional lead can not met his schedule within his resources, he notifies P/C&I.

2. If he can met his schedule (i.e., 4 level milestones) by shifting resources within the region (within his management reserve) or re-planning work. No additional action is required.

*Initially - Planning Only

1. The Southern Region ATB lead recognizes that he will not met his current schedule commitments following current plan.
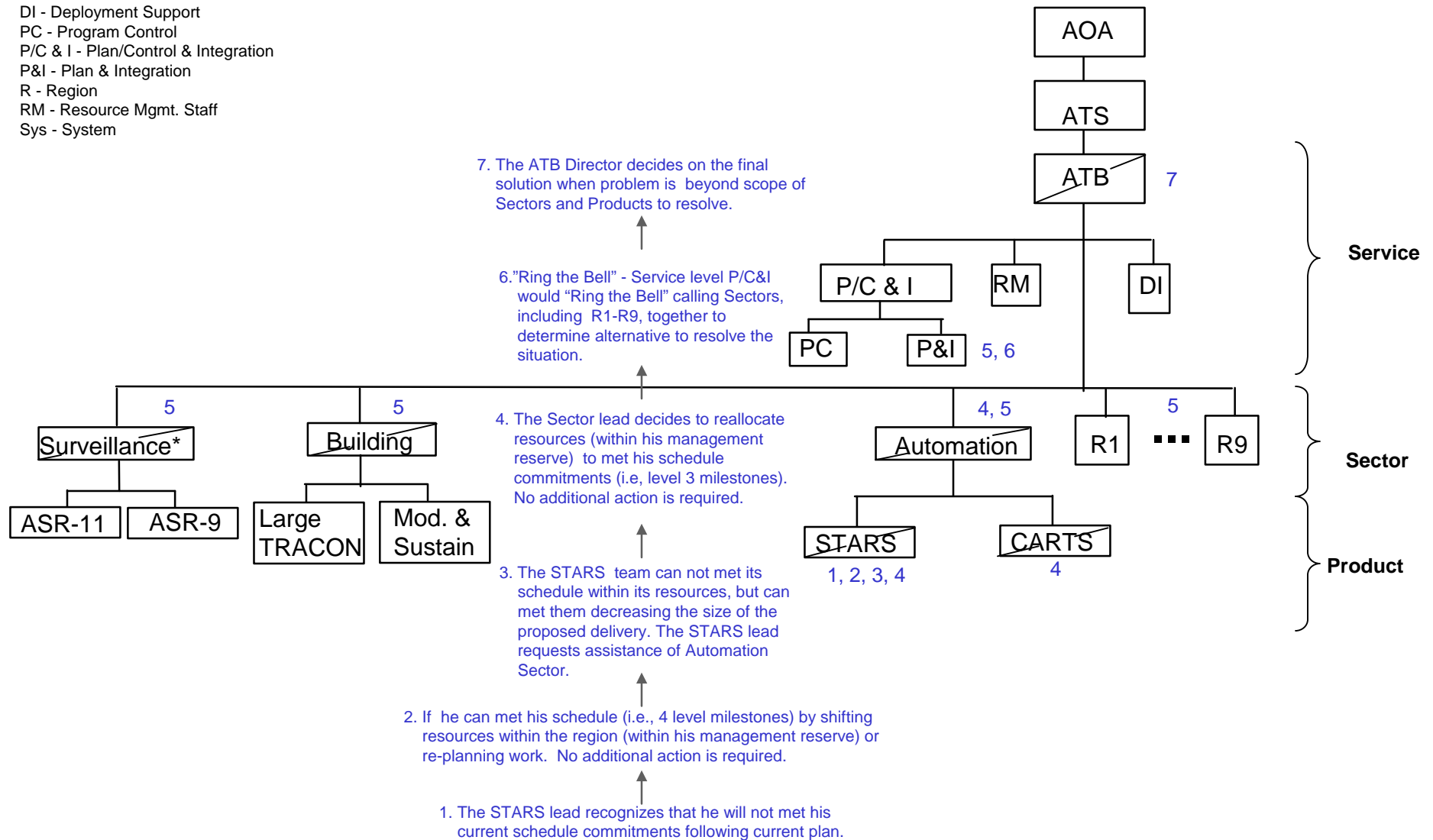
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Scenario 7 - Capability Interdependencies

"What do we do if" the automation system that was promised for the new consolidated TRACON is not going to be available on the schedule that was originally promised?

The primary difference between this question and the previous one is the degree of freedom that may exist when dealing with automation. Software problems may be remedied by decreasing the size of the proposed delivery. For example, some "less-critical" functionality may be dropped from a build in order to speed up the delivery, lessen the development risk, or add other functionality/corrections without impacting schedule

Scenario 7 - Capability Interdependencies

"What do we do if" the automation system that was promised for the new consolidated TRACON is not going to be available on the schedule that was originally promised?

DI - Deployment Support
PC - Program Control
P/C & I - Plan/Control & Integration
P&I - Plan & Integration
R - Region
RM - Resource Mgmt. Staff
Sys - System

7. The ATB Director decides on the final solution when problem is beyond scope of Sectors and Products to resolve.

6."Ring the Bell" - Service level P/C&I would "Ring the Bell" calling Sectors, including R1-R9, together to determine alternative to resolve the situation.

4. The Sector lead decides to reallocate resources (within his management reserve) to met his schedule commitments (i.e, level 3 milestones). No additional action is required.

3. The STARS team can not met its schedule within its resources, but can met them decreasing the size of the proposed delivery. The STARS lead requests assistance of Automation Sector.

2. If he can met his schedule (i.e., 4 level milestones) by shifting resources within the region (within his management reserve) or re-planning work. No additional action is required.

1. The STARS lead recognizes that he will not met his current schedule commitments following current plan.

AOA

ATS

ATB — 7

Service

P/C & I   RM   DI

PC   P&I   5, 6

5   Surveillance*

ASR-11   ASR-9

5   Building

Large TRACON   Mod. & Sustain

4, 5   Automation

STARS   CARTS
1, 2, 3, 4   4

5   R1 ▪▪▪ R9

Sector

Product

*Initially Planning Only

3/16/01

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Scenario 8 - HQ AT Request

"What if" the ATB receives a request from operations to provide them with a new consolidated TRACON?

The Axx-500, using APS-1 procedures, submits a synopsis of identified operational need, operational analysis and cost effectiveness analysis, which provides the core data for operational validation by AAT/AAF. The ATB would receive the request in the ATB Planning & Control/Integration Office and enter into the "Define It" core work process. The ATB would be responsible for working with the Regional ATB member to define the requirements and conduct the necessary investment analysis activities. The activities would be coordinated with the FAA Investment Analysis Staff for validation of the process. Once confirmed, the ATB Planning & Control/Integration Office would prepare a set of alternative considerations that would be necessary for the ATB to present the proposed request for a JRC-1 decision for resources to proceed with Investment Analysis activities to prepare for JRC-2 investment decision. The ATB Planning & Control/Integration Office would adjust the work-plan to incorporate the newly defined activity.
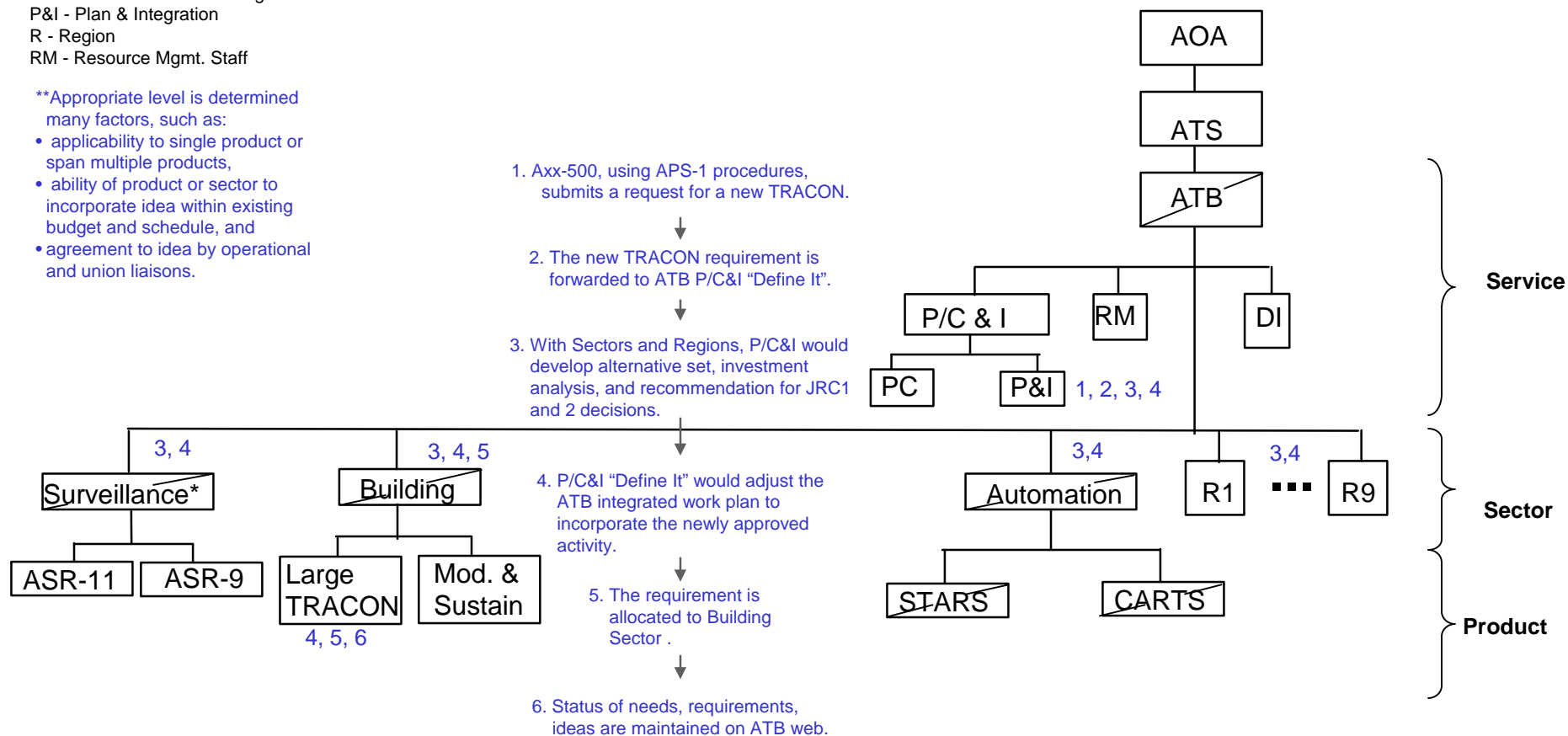
Scenario 8 - HQ AT Request

"What if" the ATB receives a request from operations to provide them with a new consolidated TRACON?

DI - Deployment Support
PC - Program Control
P/C & I - Plan/Control & Integration
P&I - Plan & Integration
R - Region
RM - Resource Mgmt. Staff

**Appropriate level is determined many factors, such as:
• applicability to single product or span multiple products,
• ability of product or sector to incorporate idea within existing budget and schedule, and
• agreement to idea by operational and union liaisons.

1. Axx-500, using APS-1 procedures, submits a request for a new TRACON.

2. The new TRACON requirement is forwarded to ATB P/C&I "Define It".

3. With Sectors and Regions, P/C&I would develop alternative set, investment analysis, and recommendation for JRC1 and 2 decisions.

4. P/C&I "Define It" would adjust the ATB integrated work plan to incorporate the newly approved activity.

5. The requirement is allocated to Building Sector .

6. Status of needs, requirements, ideas are maintained on ATB web.

AOA

ATS

ATB

P/C & I   RM   DI

PC   P&I   1, 2, 3, 4

Service

3, 4   3, 4, 5   3,4   3,4

Surveillance*   Building   Automation   R1 ▪▪▪ R9

Sector

ASR-11   ASR-9   Large TRACON   Mod. & Sustain   STARS   CARTS

4, 5, 6

Product

*Initially - Planning Only

3/16/01

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